

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIII. No. 4336. 號五廿月五年七十七百八千一英

HONGKONG, FRIDAY, MAY 25, 1877.

日三十月四年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTH, Ludgate Circus, E.C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DRAGON & Co., 160 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIDB, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

CHINA.—SWATOW, QUELOH & CAMPBELL, Amoy, WILSON, NICHOLS & Co., Foochow, HEDDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Manila, C. HENDERSON & Co., Macao, L. A. DA GAMA.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars. RESERVE FUND, \$500,000 Dollars.

COURT OF DIRECTORS.

Chairman.—H. HOPKINS, Esq.
Deputy Chairman.—F. D. SASSON, Esq.
E. R. BRILLIUS, Esq.
W. H. FORBES, Esq.
Hon. W. KESWICK.
A. McIVER, Esq.

CHIEF MANAGER.

Hongkong, . . . THOMAS JACKSON, Esq. Manager.

Shanghai, . . . EWMAN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, March 20, 1876.

Intimations.

THE UNION MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been Appointed AGENTS of the above Company at HONGKONG and FOOCHOW, are prepared to accept Risks and Issue Policies by any First-Class Steamers, at current rates, Payable either here, in London, in Liverpool, or at the principal Ports of India and the East.

BIRLEY & Co., Agents.

Hongkong, May 21, 1877. au23

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONDS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to Furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

Hongkong, May 1, 1877. sel

PIANO TUNING.

MR. A. HAHN, PRACTICAL PIANO MANUFACTURER, REPAIRER, and TUNER, begs leave to inform the Community of Hongkong of his arrival at this Port on a visit, and that he is now Prepared to TUNE and REPAIR PIANOS, HARMONIUMS, Etc., at Moderate charges, during his short stay.
Orders left in care of Messrs LANE, CRAWFORD & Co. or Messrs CHAS. J. GAUFF & Co., will meet with prompt attention.
Hongkong, May 23, 1877. je6

DENTAL NOTICE.

DR. STOUT intends visiting JAPAN shortly, and would be glad if those who wish to Consult him professionally would make an appointment for an Early Day.

HOUSE FOR CONSULTATION:

8 a.m. to 4 p.m.
No. 1, Alexandra Terrace.
Hongkong, April 4, 1877.

Intimations.

NOTICE.

THE ANNUAL MEETING of the VICTORIA RECREATION CLUB will be Held at the VICTORIA RECREATION CLUB HOUSE on THURSDAY, the 31st Instant, at 5 o'clock p.m.

H. E. WODEHOUSE, Hon. Sec., V. R. C.
Hongkong, May 24, 1877. my31

THE CURRENCY MEMORIAL TO HIS EXCELLENCY JOHN POPE HENNESSY, LIEUTENANT-GOVERNER OF HONGKONG.

IN Brief, the Memorial draws attention to the unsatisfactory state of the Currency, and requests that no Legislation may be made which would jeopardise or postpone the advent of a clean, undenied British Dollar for Hongkong, which it is understood that every one in the Colony, Native as well as Foreign (the Shroffs alone excepted) earnestly desires.

The original Memorial, to which have been attached the Signatures of over 150 Bankers, Merchants, Professional Men, Engineers, Manufacturers, Traders, and others, lies at the Office of Messrs SHARP & Co., Bank Buildings, where Printed Copies may be obtained.
Copies also lie for Signature at several of the Banks, Clubs, Stores, and Hotels.

NOTICE.

LONDON & ORIENTAL STEAM TRANSPORT INSURANCE Co.

THE BUSINESS of this Company has This Day been Transferred to THE MARINE INSURANCE Co., of 20, Old Broad Street, LONDON.

By Order of the Proprietors,
WILLIAM HUNT, Secretary.

137, Leadenhall Street, LONDON, 1st January, 1877.

THE MARINE INSURANCE Co.
20, Old Broad Street, LONDON, 1st January, 1877.
ESTABLISHED 1836.
CAPITAL, £1,000,000 STERLING.
RESERVE FUND, £340,000

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE Co. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSPORT Co., and has Appointed Mr. A. McIVER as its AGENT in Hongkong.

By Order of the Board of Directors,
ROBERT J. LODGE, Manager.

THE Undersigned is prepared to Accept Risks and Issue Policies on behalf of the MARINE INSURANCE Co. by any First-Class Steamer.

A. McIVER, Agent of the Marine Insurance Co. of London.

Hongkong, February 16, 1877. au17

COMMENCING with the "GUALIOR" leaving Hongkong on the 2nd June, and until further notice, the Company's Mail Steamers from China will proceed to London via Suez Canal, calling at Southampton to land Passengers and Mails.

ADAM LIND, Superintendent.

Hongkong, May 14, 1877. je3

Notices of Firms.

NOTICE.

WE have This Day Opened a Branch of our Firm at AMOY. Mr. F. F. BIRLEY will Act as our AGENT at that Port.

RUSSELL & Co.

Hongkong, May 1, 1877. je2

NOTICE.

MR. WILHELM CARL ENGELBRECHT, of POSTAU, Junior, and Mr. CONRAD MUNKOE DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. POSTAU & Co., Hongkong, Canton, Shanghai.

Hongkong, April 16, 1877. jy16

NOTICE.

MR. EDWARD BURTON will Conduct the BUSINESS of my Office, during my Temporary Absence from the Colony.

R. H. CAIRNS, Surveyor to Local Offices, and Lloyd's Register of Shipping.

2, Club Chambers, Hongkong, March 17, 1877. sel8

VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. ORRICKSHANK, Manager.
Hongkong, November 21, 1876.

For Sale.

LANDED EX S. S. "SCINDIA," &c.

Mixed PICKLES. White ONIONS. PICCALILLI. CHOW CHOW. Assorted SAUCES. Potted MEATS. Anchovy PASTE. Yarmouth BLOATERS. Tinned VEGETABLES.

Wiltshire Preserved BACON. PATE DE FOI GRAS. CHAMPIGNONS. Worcester SAUCE. Kipper HERRINGS. Finesse HADDOKS. Herring & la SARDINES. Oxford SAUSAGES. Mince MEAT.

CLARETS, in Great Variety, Bulk and Bottled.

MacEWEN, FRICKEL & Co.
Hongkong, May 14, 1877. my28

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS. Apply to SIEMSEN & Co. Hongkong, June 22, 1876.

FOR SALE.

HENRIOT & Co.'s CHAMPAGNE, Carte Blanche "Dry." TH. COHEN & Co.'s CHAMPAGNE, Carte Blanche. JOHN DURAND & Co.'s CLARETS and WHITE WINES. STUART & KENTISH'S PORTS and SHERRIES. MOULON & Co.'s COGNACS, 1, 2, 3 Stars. BLANCY FRERES & Co.'s COGNACS. JUSTUS LEMBEKE & Co. Hongkong, April 9, 1877. jy8

APOLLINARIS

NATURAL MINERAL WATER.

A POLLINARIS WATER.—"It is, in our opinion, superior for table purposes to any other mineral water with which we are acquainted. It is strongly effervescent, and forms an exceedingly pleasant and refreshing beverage, either alone or in combination with wine; and it is not, we are informed by an eminent medical friend, liable to that charge which has been so frequently brought against soda and other waters—that they have a depressing effect upon the system. On the contrary, medical testimony is unanimous in favour of the high therapeutic qualities of Apollinaris Water."—Civil Service Review.

A POLLINARIS WATER IS CERTAINLY THE QUEEN OF TABLE WATER. It is softer and more refreshing than its only rival Seltzer Water (Nassau Seltzer Brunnens), and is more pleasant to the palate. Over all manufactured Aerated Waters it has an incomparable superiority.

"A POLLINARIS WATER is, moreover, a water of great organic purity, another highly important desideratum, in which artificial Aerated Waters often dangerously fail. Its place seems, therefore, marked as the favoured beverage of the favoured classes who can select their drinking water. Physicians will find it a valuable addition to their resources as a cool and refreshing drink, antacid, and useful in promoting digestion and gastric irritation. Such a water is the sworn enemy of gout, rheumatism, and their congeners."—London Medical Record.

A POLLINARIS WATER.—Dr. HERMANN WEBER, F.R.C.P., writes:—"Having largely used it during the last seven years, I have found it of great value as an article of diet in gouty dispositions, in lithic acid diathesis, in tendency to gallstones, in some forms of catarrh of the bladder, and in chronic catarrh of the respiratory organs; in the latter, either heated by itself or mixed with hot milk or whey. To many persons the Apollinaris water, an agreeable and useful addition to the diet, and a good vehicle for some medicines."—Brit. Med. Jour.

PRICES.

CASE of 50 QUARTS (STONE BOTTLES) \$10
" 50 PINTS " " " 8
CANS, 8 DOZ. SODA WATER BOTTLES \$10

N.B.—Stone Quart = 3 Soda-water Bottles.
" Pint = 1 " "

82 Allowed for the Soda-water Bottles, if Returned.

GEO. SMITH & Co., Agents for China and Japan.

NORTON & Co., Agents in Hongkong.

May 8, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I. A to K, with Introduction. Royal 8vo. pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tubingen.
Price: Two DOLLARS AND A HALF.
To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.
Hongkong, February 8, 1877.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from Dr. STOUT, to sell by Public Auction, on

MONDAY,

the 28th May, 1877, at 2 o'clock p.m., at his Residence No. 1, Alexandra Terrace,—

The whole of his HOUSEHOLD FURNITURE, &c., comprising: Crim-son and Green Damask Covered Drawing-room Suites.
Blackwood Marble-top Tables.
Gasaliers and Gas Brackets, Pier Glasses, Engravings, Carpets, Card Tables, and Skin Rugs.
Dining Table, Dinner, Dessert, and Breakfast Sets, Whatnots, Sideboard, Glass-ware, and Plated-ware.
Iron Bedsteads, Wardrobes, Chest of Drawers with Glass, English-made Writing Desk, Folding Chairs, Glass Book-case, Marble-top Toilet Table and Wash-stands.

One SEWING MACHINE and Stand.

Catalogues will be issued, and the whole to be on view on and after Saturday, the 26th Instant.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.
Hongkong, May 22, 1877. my28

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY,

the 11th June, 1877, (or Private Sale before the Day of Sale), at 2 p.m.,—

The well-known Tavern called the "STAR TAVERN," situated in Queen's Road West, No. 200, with FURNITURE, FIXTURES, LIQUORS,

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. J. M. GUEDES, JR., Auctioneer.
Hongkong, May 23, 1877. jell

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "NANAO," Capt. PUGHARD, will be despatched for the above Ports on SATURDAY, the 26th Instant, at 3 p.m.

For Freight or Passage, apply to DOUGLAS L'APRAIK & Co.

Hongkong, May 23, 1877. my26

FOR SAIGON.

The British Steamship "FLINTSHIRE," Captain THOMAS, will be despatched for the above Port on the 26th Instant.

For Freight and Passage, apply to AH YON, 57, Praya.

Hongkong, May 24, 1877. my26

FOR MANILA.

The Steamship "ESMERALDA," Capt. THEBAUD, will be despatched for the above Port on MONDAY, the 26th Instant, at Noon.

For Freight or Passage, apply to A. MACG. HEATON.

N.B.—No Parcels will be received at the Office after 10 a.m. on the 26th.

Hongkong, May 23, 1877. my28

FOR FOOCHOW (DIRECT.)

The British Steamship "BENARTY," Captain POTTER, will be despatched as above on MONDAY Next, the 28th Instant, at 4 p.m.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co.

Hongkong, May 24, 1877. my28

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TANAI," Captain REYNOLDS, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

H. DU POUY, Agent.
Hongkong, May 24, 1877.

Shipping.

Steamers.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "AMAZONE," Comdt. MONTMART, will be despatched for SHANGHAI shortly after her arrival from Europe.

H. DU POUY, Agent.
Hongkong, May 24, 1877.

Sailing Vessels.

FOR NEW YORK.

The A 1 American Ship "HIGHLANDER," HURCHISON, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, May 24, 1877.

FOR SAN FRANCISCO.

The A 1 British Ship "MADURA," STANTON, Master, will load here and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, May 18, 1877.

FOR NEW YORK.

The A 1 American Ship "THOMAS LORD," SHAL, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, April 26, 1877.

FOR NEW YORK.

The A 1 American Ship "NEW ERA," SAYER, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, April 27, 1877.

FOR NEW YORK.

The A 1 American Bark "ALBERT RUSSELL," Captain CARVER, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, April 20, 1877.

FOR SAN FRANCISCO.

The A 1 American Bark "ROSETTA McNEIL," BROWN, Master, will load here and will have immediate despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, April 14, 1877.

FOR LONDON.

The A 1 British Ship "LALLA ROOHL," HENDER, Master, will load here and will have quick despatch.

For Freight, apply to MEYER & Co.

Hongkong, April 23, 1877.

FOR LONDON.

The A 1 British Clipper Ship "LEUCADIA," MEARNS, Master, will load here and will have quick despatch.

For Freight, apply to MEYER & Co.

Hongkong, April 20, 1877.

FOR MELBOURNE & SYDNEY.

The A 1 British Bark "NOVELTY," Captain COLLIVER, having the greater portion of her Cargo engaged, will have quick despatch as above.

For Freight or Passage, apply to ROZARIO & Co.

Hongkong, May 10, 1877.

FOR SYDNEY & MELBOURNE.

The A 1 American Bark "HELENA," Captain SNOW, having most of her Cargo engaged, will have quick despatch as above.

For Freight, apply to RUSSELL & Co.

Hongkong, May 10, 1877. jell

Notices to Consignees.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. VOLGA.

NOTICE.

CONSIGNEES of Cargo, per S. S. Volga, from London, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before MONDAY, the 21st May, at Noon, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 26th May, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUY,

Agent.

Hongkong, May 20, 1877. my28

NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. KASHGAR.

CONSIGNEES of Cargo by the above-named Vessel, from Bombay and Intermediate Ports, and in connection with the BOKHARA and THIBET from London, and PESHAWUR from Calcutta, are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns, at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 26th Instant will be subject to rent.

Optional Cargo for Shanghai will be forwarded on by following Steamer unless applied for by the Consignees before Noon To-morrow.

ADAM LIND,

Superintendent.

Hongkong, May 20, 1877. my27

NOTICE TO CONSIGNEES.

THE BRITISH SHIP CARRICKS, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co.,

Hongkong, May 10, 1877.

BARQUE CHINAMAN, FROM LONDON.

THIS Vessel having arrived, Consignees of Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co.,

Agents.

Hongkong, May 21, 1877.

NOTICE TO CONSIGNEES.

GERMAN BARQUE IRIS, FROM HAMBURG.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBURG & Co.,

Agents.

Hongkong, May 19, 1877.

CONSIGNEES of Cargo per German Barque CAURA, THIESEN, Master, from HAMBURG, are requested to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by Wm. PUSTAU & Co., Agents.

Hongkong, May 22, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ROSINA, American 3-m. schooner, Capt. C. W. Hansen.—Arnhold, Karberg & Co.

ROBERTA McNEIL, American barque, Captain Brown.—Vogel, Hagedorn & Co.

NYASSA, British ship, Captain W. B. Garriock.—Douglas Lapraik & Co.

TULOCORUM, British 8-m. schooner, Captain Mason.—Wiesler & Co.

HANNAH LAW, British ship, Captain H. Greig.—P. & O. S. N. Co.

VESTA, German barque, Captain H. Dicks.—Melchers & Co.

HANNAH & MARY, British barque, Capt. A. Smith.—Order.

TWENTY-ONE, L. SWEAT, American barque, Captain Wm. Griffin.—Meyer & Co.

To-day's Advertisements.

BARQUE HOPE, FROM LONDON.

THIS Vessel having arrived, Consignees of Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co.,

Agents.

Hongkong, May 23, 1877.

To-day's Advertisements.

FOR YOKOHAMA, HIOGO AND NAGASAKI.

The Steamship "ELGIN," shortly expected from Singapore, will receive immediate despatch as above.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, May 25, 1877.

FOR NEW YORK.

The American Ship "FLEETWING," Guest, Master, having the greater portion of her Cargo engaged, will load here and/or at Whampoa, and have quick despatch for the above Port.

For Freight, apply to OLYPHANT & Co., Agents.

Hongkong, May 25, 1877. je26

FOR SALE.

L. ANE, CRAWFORD & Co. have just Received an Invoice of COPE, BROTHERS & Co.'s TOBACCOES and CIGARETTES.

COPE'S GOLDEN CLOUD.

COPE'S BRISTOL BIRD'S EYE.

COPE'S SMOKING MIXTURE.

COPE'S PEERLESS CIGARETTES.

COPE'S BOUQUET CIGARETTES.

COPE'S FAIRY CIGARETTES.

COPE'S FANCY BRILLIANTS.

COPE'S WHIFFS.

Hongkong, May 25, 1877. je26

PUBLIC AUCTION.

L. AMBERT, ATKINSON & Co. have received instructions to sell by Public Auction, on

WEDNESDAY,

the 30th May, 1877, at Noon,—

At the Premises lately occupied by Messrs BROADBENT, ANTHONY & Co. THE GOOD-WILL of the Business of the late Firm of BROADBENT, ANTHONY & Co.

TERMS.—Cash Only! On fall of the hammer in Bank Notes or Cheque.

Hongkong, May 25, 1877. my30

SHIPPING.

ARRIVALS.

May 24, Fyfehire, British ship, 750, M. R. Ness, Newcastle (N.S.W.) April 16, Coal.—ORDER.

May 24, Cyphrene, British steamer, 1270, Wood, Saigon May 20, Rice.—GIBB, LIVINGSTON & Co.

May 25, Olympia, German steamer, 777, F. Nagel, Foochow May 23, Ballast.—STRESEN & Co.

May 25, Irazu, British barque, 327, W. A. Pearce, Newchwang May 9, Beans.—DOUGLAS LAPRAIK & Co.

May 25, Rotterdam, Dutch barque, 760, L. Dik, Saigon May 14, Rice.—MELCHERS & Co.

May 25, Japan, German three-masted schooner, 270, H. Walter, Bangkok May 3, General.—STRESEN & Co.

May 25, Chamron Kamrye, Siamese barque, 430, E. Möller, Bangkok April 22, Rice.—KIN TEE LOONG.

May 25, Jacatra, Dutch brig, 337, B. M. Dirksen, Newcastle (N.S.W.) March 19, Coal.—RUSSKIL & Co.

May 25, Hope, British barque, 454, T. O. Boulton, London Jan. 12, General.—DOUGLAS LAPRAIK & Co.

May 25, Fuyew, from Canton.

May 25, Elgin, British steamer, 900, A. B. Miller, London April 1, via ports of call, and Singapore May 15, General.—JARDINE, MATHESON & Co.

DEPARTURES.

May 24, Deutschland, for Newchwang.

25, Gustav & Marie, for Haiphong.

25, Gustav, for Macassar.

25, Olympia, for Saigon.

25, Thingvalia, for Saigon.

25, Cheong Hock Kian, for Swatow.

25, Pown, for Canton.

CLEARED.

Onward, for Newchwang.

Villa de Rivadavia, for Manila.

Nyassa, for London.

America, for Cebu.

Emeralda, for Manila.

Bonita, for Haiphong.

Morning Star, for Shanghai.

Fuyew, for Shanghai.

PASSENGERS.

ARRIVED.

Per Elgin, from London, &c.: for Hongkong, Mr. Easton, and 235 Chinese; for Yokohama, Mr. Frisby.

Per Fyfehire, from Newcastle (N.S.W.), Mr. H. J. Donne Parsons.

Per Cyphrene, from Saigon, 20 Chinese.

DEPARTED.

Per Olympia, for Saigon, 10 Chinese.

Per Cheong Hock Kian, for Swatow, 50 Chinese.

Per Gustav, for Macassar, 10 Chinese.

Per Bonita, for Haiphong, 18 Chinese.

TO DEPART.

Per Fuyew, for Shanghai, 80 Chinese.

Per Bonita, for Haiphong, 18 Chinese.

SHIPPING REPORTS.

The British steamer Cyphrene reports: Had moderate southerly winds and heavy weather until 23rd inst., thence fresh northerly breeze to port. On the 24th inst., signalled the barque Western Chief of Plymouth, desired to be reported.

The German steamer Olympia reports: Fresh N.E. winds and rain to port.

The British barque Irazu reports: Fine weather and light winds to Farnborough, thence fresh N.E. winds and rain to port.

The German 3-masted schooner Japan reports: In the Gulf S.W. and southerly winds, then calms and light E. & S.E. winds to Cape Padaran, from there to within 45 miles of the Ladrones fresh S.S.E. & S.E. W. winds. On the 22nd had very unsettled weather with lightning and high N.E. sea. On the 23rd in Lat. 21.30 N. had very heavy thunder squall with torrents of rain. Then fresh N.E. winds and fine weather to arrival.

The British barque Hope reports: In the English Channel had heavy gales from the S.W. by W.S.W. for 4 days, off Start Point experienced a strong gale from the S.W. with high sea for 24 hours, succeeded by a calm. After this had a succession of

gales from the Southward and W.S.W., until reaching Lat. 42 N. and Long. 12.81 W., when the wind shifted to the Eastward and had moderate and light winds with occasional calms, until we got the trades, crossing the equator in 27 W. Got the S.E. trades and just managed to clear the South American Coast. After losing the trades had a spell of Northerly winds and passed a mile to the Southward of Macleod Island, then had a spell of variable winds and calms. On the 23rd March in lat. 40 S. and long. 26 E. experienced a cyclone, commencing from the Eastward at 10 a.m. and hailing to the N. and N.W. At midnight the Barometer showed 29.27 with a tremendous cross sea running. Ship under fore sail and main top-sail. Experienced fine weather the remainder of the voyage to Java Head, when had light N.E. winds and calms. In China Sea had light Easterly winds to Palo Seppata, when had light S.W. and Westerly winds and fine weather.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SHANGHAI.

Per FUYEW, at 9.30 a.m. To-morrow, the 26th inst.

For SWATOW, AMOY & FOOCHEW.

Per MAMO, at 2.30 p.m., on Saturday, the 26th inst.

For TOURON.

Per Barque ALPHINGTON, at 2.30 p.m. To-morrow, the 26th inst.

For SAIGON.

Per MONTGOMERYSHIRE, at 5 p.m. To-morrow, the 26th inst.

Per FLINTSHIRE, at 9 a.m., on Sunday, the 27th inst.

For MANILA.

Per ESMERALDA, at 11.30 a.m., on Monday, the 28th inst.

MAILS by THE FARRON PACKET.—

The French Contract Packet MEIKONG, will be despatched from Hongkong on SATURDAY, the 26th inst., with Mails to and through the United Kingdom and Europe, via

Marseilles; to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Friday, May 25th.

5 p.m., Money Order Office closes.

Post Office closes except the NIGHT BOX, which remains open all night.

Saturday, May 26th.

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

Hongkong, May 25, 1877. my26

MAILS by THE UNITED STATES PACKET.

The United States Mail Packet OCEANIC will be despatched on MONDAY, the 28th inst., with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m., Registry of Letters ceases.

2.30 p.m., Post Office closes.

2.30 p.m., Correspondence for Japan or the United States only may be posted on board the Packet with Late Fee of 12 cents extra postage until

2.50 p.m., when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

Hongkong, May 15, 1877. my28

MAILS by THE ENGLISH PACKET.—

The English Contract Packet GWALIOR will be despatched with the Mails for Europe, &c., on SATURDAY, the 2nd June.

The following will be the hours of closing the Mails, &c.:—

Friday, 1st June.

5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the NIGHT BOX, which remains open all night.

Saturday, 2nd June.

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with LATE FEE of 18 cents extra postage till

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only) addressed to the United Kingdom via Brindisi or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11.50 a.m., when the Mail is finally closed.

Hongkong, May 23, 1877. je2

General Memoranda.

MONDAY, May 28:—

Noon.—Esmeralda leaves for Manila.

2 p.m.—Sale of Household Furniture, at Dr. Stou's residence, No. 1, Alexandra Terrace.

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

4 p.m.—Benary leaves for Foochow (direct).

WEDNESDAY, May 30:—

Noon.—Sale of Hulk Chase, &c., on board, off Stone Cutters' Island.

Noon.—Sale of Goodwill of the late firm of Broadbent, Anthony & Co.

THURSDAY, May 31:—

5 p.m.—Meeting of the Victoria Recreation Club at the Club House.

FRIDAY, June 1:—

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

SATURDAY, June 2:—

Noon.—English Mail leaves for Ports of Call and Europe.

MONDAY, June 11:—

2 p.m.—Sale of Goodwill, Furniture, Fixtures, Liquors, &c., of the "Star" Tavern.

FRIDAY, June 15:—

8 p.m.—American Mail leaves for Yokohama and San Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—French Mail leaves for Ports of Call and Europe.

3 p.m.—Nippon leaves for Coast Ports. Flinthire leaves for Saigon.

Goods per Volga undelivered after Noon, subject to rent and landing charges.

Goods per Kashgar undelivered after this date subject to rent.

THE

HONGKONG DISPENSARY,

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' Sundries, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla, Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.45 p.m.

BIRTH.

At Zantha Lodge, Oxley Road, Singapore, on the 18th May, 1877, the Wife of Mr. ALFRED MARTIN (formerly of Hongkong) of a Daughter.

THE CHINA MAIL.

HONGKONG, FRIDAY, MAY 25, 1877.

THE favour with which Chinese immigration may be received in one country, and the hostility in another, are very strikingly illustrated by the antagonistic opinions expressed in two papers lying before us at the present moment—the

Rangoon Daily News and the Queensland.

In the former quite a wall of regret goes up that some nineteen lacs of rupees that the Government of India have granted for the encouragement of immigration into British Burma, can only be spent in bringing over to that country the famine-stricken of the Madras Presidency, and not in promoting the immigration of the Chinese.

The News holds that a Chinaman is "an incarnation of patient, steady, persevering toil—of shrewdness, ingenuity and common sense, and that in importing Chinese, or the cognate race of Shans, the nineteen lacs could be used most advantageously."

In the Queensland, on the other hand, it is stoutly contended that "the introduction of the Chinaman into the Colony is unprofitable to the community at present, and fraught with grave danger in the future;" that one effect of the treaties between China and other nations is a "one-sided competition with four hundred millions of men, born to no other estate than a mat, nurtured on a little rice, and purchasing Paradise with six-penny worth of opium;" and that "the history of the Chinese empire records no progress during the past four thousand years; that their policy is inimical to the development of their own country or the permanent improvement of this, and their continued presence calculated to produce a most unfavorable impression in those parts of the world from which immigration is most desirable."

It cannot be said, despite this difference of opinion, that the natural conditions of the two countries vary to any great extent. Both are under Her Majesty's Government, both are tropical, both are thinly populated, and both require development. Nevertheless the Queensland paper finds it advisable to rake up all possible objections against the Chinese, while our Rangoon contemporary earnestly urges upon the authorities to spend nineteen lacs of rupees in promoting the immigration. If experience is to be taken into account, the verdict upon the question should, perhaps, go in favour of the Queenslanders. "John" has been pretty extensively tried in the Australian Colony and has been found wanting—or rather the opposite,

pany, although the Directors of the C. M. S. N. Co. probably may not so regard it.

AMERICAN papers have often commented upon the fact that in some parts of England women have been sold at public auction during the last month. Yesterday the novel sight of a woman being sold under the hammer was witnessed by hundreds of people in front of Currie's auction store. When it became known that such a sale was to be made, a large crowd gathered to see the woman, and many were wondering if the authorities would allow such a disgraceful scene to go on. At 10.30 the woman was brought out. Her name was unknown, but she was recognised by some of the bystanders as a person who had worked in a millinery establishment on C street before the fire, and her character had never been questioned. She seemed perfectly composed in the presence of so large a crowd, and never moved a muscle of her face as the auctioneer called out for the first bid. She stood in an elevated position, dressed in plain muslin, without any special attempt at display. She was a handsome brunette, with regular features, dark hair and eyes, and a complexion as pure as wax. She was finally knocked down for \$5, and to the surprise of everybody, the bidder was a married man. He says the woman is somewhat dilapidated, but thinks he can melt down the wax and make her up into candles for Christmas trees. She originally cost \$800 in New York, the workman being of the best, and was for a long time displayed in a Broadway milliner's window before she was shipped to the Comstock. — *Virginia Chronicle*.

Police Intelligence. (Before the Hon. C. May) May 25, 1877.

AN INCORRIGIBLE DRUNKARD.

James Hamilton, a seaman unemployed, was again brought up on remand for being drunk. The Magistrate asked him if he would get drunk again. He said: "There is no use in telling a lie about it; it is likely that if I am at liberty to-day, I would get drunk to-night." The Magistrate further remanded the case till to-morrow.

TRAFFIC IN WOMEN.

Wong Ayeo, mistress of brothel No. 30, Square Street, was charged with purchasing a girl named Chua Aing, at Canton, for \$100, from the girl's mother, and bringing her to this Colony for the purpose of prostitution. The girl was taken by the defendant to the Registrar General's office to have her name placed on the list of inmates. She made a statement from which it appeared that she had been a prostitute in Canton for more than a year and that she wished to be so here. Remanded till the 28th.

MORE TRAFFIC IN WOMEN.

Chun Sow Tai and Lo Ayeu, married women, were again brought up to answer the charge of selling and buying respectively a girl named Wong Ayeo. Mr. Holmes, who appeared for the defence, examined the girl, and she swore cross-examination, but her testimony was not the least shaken. If anything, it was somewhat stronger than before, because she now asserted the 2nd defendant had dragged her to her house. After the examination of the woman who directed the girl to go to the Station, the case was further remanded till the 28th. Application for bail for the 2nd defendant was refused.

A STRAGGLER.

Alfred Nave, a seaman of H. M. S. Curlew, was ordered to be sent on board for being a straggler.

LARCENY.

Lai Akai, a boy 15 years of age, was charged with stealing some brass bolts from a house at 'Sai-nah-tei. He was sent to three days' solitary confinement, and to be flogged ten strokes on the breech.

BERRY AT A PERFORMANCE.

Lam Akow, a native of Hok Shan, was charged with picking the pocket of Ching Akow, at the mat-sled Theatre at Yow-mah-tee, where a performance was going on. The defendant was sent to four months' hard labour.

CHAM-HINE.

Chow A-Tsin, a chair coolie, was charged by Mr. Joseph Campos, a school-master at St. Joseph's College, under the following circumstances. The complainant stated that on the afternoon of the 24th instant (yesterday), the defendant was engaged by the complainant's mother to carry her from Bridge Street to the Parade Ground. Complainant accompanied her. No agreement was made before starting as to the amount to be paid. On arrival at the Parade Ground, the chair was discharged and defendant was desired to come to-day to be paid. The complainant's mother gave him 7 cents to give to the coolie but he refused saying he wanted 10 cents. Complainant was willing to give this, but the defendant did not appear to understand him. The defendant threw down the 7 cents and wanted to go away. Complainant took hold of him, because he wished to pay him. The defendant then tried to strike him and tore the sleeve of his coat. The defendant said: "I do not want payment, I want to go." Complainant held him. The defendant then sent a friend to go to get a policeman, and when a Chinese Constable came, the defendant was taken into custody. The defendant said that he did carry the lady. He was told to go to the house that evening to get paid. He was told to go again this morning. He went accordingly, but was told to go again at 1 o'clock. He was then offered 5 cents, increased subsequently to 6 cents and finally to 7 cents. He would not take them. The complainant then kicked him. He wanted to go but the complainant held him. The Magistrate discharged the defendant, and ordered the complainant to pay 10 cents chair-hire and another 10 cents for loss of time.

CORRESPONDENCE.

THE CURRENCY QUESTION. To the Editor of the "China Mail."

Hongkong, 25th May, 1877.
SIR,—Having followed this vexed question with some attention, I beg to be allowed to make a few observations on the

subject, and I shall endeavour to do so in as impartial a spirit as possible. My present object, however, is to give the Chinese side of the question, the other side having been so fully put forward. It seems to me that there is a great deal to be said on both sides. A clean undenied currency, no doubt, a very desirable thing, but the question is how that desirable end is to be attained, having regard to the circumstances of the Chinese trade as it exists here and in the mainland. Hongkong, it must be admitted, has no trade of its own; all goods are imported here, and then re-exported, and they depend on the consumption in the interior. It can only be brought about through the Chinese trader who comes here and buys from the foreigner, and then sells to the Chinese consumer in the interior. I must here observe that bank-notes are not current in the mainland. Now, when he sells his goods to the inland consumer, the native trader is paid in chopped dollars and broken silver according to weight. But what does he find when he comes here to buy goods? He finds that he must pay in bank-notes or a single chop. As he has neither of these currencies wherewith to satisfy the merchant, he must submit to a discount by paying in the chopped coins which he has received from his purchases, or rather to a premium in bank-notes. This is of course a decided loss to him. It may be argued that he can arrange the price of his goods to give a margin for the premium. But the premium fluctuates, and how can a trader in the interior be constantly kept acquainted with the ever-changing quotations, especially in the absence of telegraphy? It may be also urged that he can adjust the price of his wares by the amount of premium which he has to pay when he buys them here. This argument only holds good, however, when he himself is the monopolist of the inland trade. It must be recollected that there are others like himself on the field, and it must also be borne in mind that a parcel of goods cannot be quitted in one day, and if a subsequent purchaser here buys on better terms, he can naturally afford to undersell the first trader. But it may be asked why Chinese in the interior use chopped dollars, or why do they chop those dollars? The answer to the first question is, because China has no silver coin of her own, and to the second is because counterfeit coins are found to be concurrently in circulation with good ones, and the shop which pays out a number of dollars ear-marks its money by placing a chop on every coin, so that when a dispute arises as to the quality of a particular coin, the chop can be examined and the coin identified as having been issued by that shop or otherwise. The chop, moreover, is a guarantee that the coin has been shroffed and found to be good by the shop which pays the money.

The above is a short outline of the difficulties under which the Chinese who trade with the foreign merchants here and the native consumers in the interior, labour, and a body of them had issued a circular inviting the assistance of the foreign merchants to a discussion of the subject. An indifferent reception, I believe, was only accorded to this circular on so important a subject, affecting as it does the vital trade of Hongkong. This lukewarmness led the Chinese to present a memorial to the Government through the Registrar-General. Not having had the opportunity of reading this memorial, I cannot say what their prayer is, but I suppose they ask for relief. In opposition to this petition, a counter memorial is sought to be presented to the Government, and signatures to the same are invited by advertisements. I do not know how relief can be granted to the Chinese, for the currency of a place is a thing which can no more be legislated for than the price of a given article of merchandise can be fixed by law; however, there is a grievance, and some remedy should be devised. I think the fairest way of meeting the question is the appointment of a Commission by the Government to enquire into the question, and to report thereon.

Without wishing in any way to comment on the merits of the counter-memorial, I cannot help remarking, incidentally, on the assertion that the failure of the Hongkong Mint was owing to some trifling error in its organization and management. One of the main causes of its failure was, I think, the want of circulation of the Hongkong Dollars in the interior of China, and this want of circulation was due to the coins not being allowed to be chopped. The Chinese on the mainland persisted in chopping them, and when they were brought to Hongkong with the chops, they were rejected. Hence the Hongkong Dollars did not find such extensive currency as the Mexican and Trade dollars, which are now commanding a premium, while the Hongkong Dollars are at a discount in the interior.

By the way, I observe a quotation by a correspondent in your contemporary's columns a few days ago, of several sections of Ordinance No. 10 of 1865 relating to the chopping of dollars. He said these sections were not included in the Governor's proclamation when the Ordinance was proclaimed. Now does not the fact of their not being promulgated as law show that the prohibition of chopping was not desirable? If it was not desirable then, I submit it is still less so now. Whatever the writer might have intended by the quotation in question, I cannot help, it seems to me, to be an argument in favour of the chopped dollar system.

Thanking you in anticipation for the space you will accord to this letter,

I remain,

Yours faithfully,

A CHINAMAN.

THE FAMINE IN THE NORTH.

Lo-ling, May 1st, 1877.
Exact opposition is out of question as we are circumvented. We despatch a messenger to Tientsin in the morning, and I feel that I must tell you, however hurriedly, of my deep sense of obligation to you for the handsome way in which you have come to our help. Ever since we came out we have been at work night and day seeking the mitigation of this dire calamity; yes, night and day, for thousands flock to us from all parts, so completely exhausted in their resources, so imperatively needing food, that no matter how long they have to wait, they will wait and clamour as for life. Oh, the bitterness of their lot! Many of them come gasping into our premises, and seem as though they had come to die. We relieve them one day, and hear the next day that they have gone to their long home. If the generous subscribers could see the demonstrations of thankfulness for the limited supplies we give to the sufferers, they would feel

more than rewarded for all their benevolent consideration. A few days ago we conferred with the Che-hien of this place, and received from him the fullest information regarding the condition of the places under his jurisdiction. He gave us a list of more than thirty villages where all the harvests were lost by Mr. Richards are prevailing. We have had all these villages visited, and the condition of each family investigated, and from early morn to night of this day we have been employed in giving assistance to the most needy cases. The mandarin has acted most kindly, personally declaring to the people his gratitude to the foreigners of Shanghai and elsewhere for the succour thus extended to them. To-morrow morning I start for a desolately destitute district twenty-five miles east of this, where I spend a few days in further operations. As a serious interruption to our plans, Mr. Hodge leaves me to go to the help of our brethren at Tsi-han Ku for a week or so; for they write that Mr. Crossette is ill and Mr. Mollvaine is nearly prostrated by the heavy catches that have come upon him. Ten thousand people are said to have died in that city during the past few weeks, and vast numbers are reported to be fever-stricken. In brief, till the first crops can be gathered, the people will suffer as much as ever, and all must be done to help them till the crisis has passed over. I am glad to say the country is looking well, and a spirit of hopefulness is largely prevailing, as abundant rains have fallen, and promise of future ample in-gathering is supplied. But for the present gaunt famine is abroad, and with the immense numbers of these wretched mortals it is simply a daily struggle for life. After the munificent giving of the past few months on the part of residents at the ports I shrink from reiterating appeals for aid; but if you have any sources of supply at command, and can favour us with further remittances, our delight will be great in the extreme. I may just add that we have somewhat departed from our usual practice here by relieving and I arrived here last evening. We have had a hard day of it to-day and have relieved about 1,500 distressed families. The suffering of the people in this neighbourhood has been terrible. No further proof is necessary than the appearance of those we relieve. A description I heard by a Chinaman to-day, is at once graphic and true. Their faces are simply bones covered with skin, and are shrivelled and discoloured to such an extent as to present rather the appearance of monkeys than human beings. I am thankful that we have come here, knowing as a matter of absolute certainty that we have relieved incalculable distress and saved not a few lives. At the recommendation of the magistrate here we have given cash instead of grain, the reason he assigned for this recommendation being that the people would survive much longer on our bounty given in this way, as they would buy (with the grain) which is much cheaper and the cash would last them a longer time. We had sent Mr. Hu (the native preacher) on here a few days in advance, who called upon the Che-hien explaining our intention; and that official has treated us with the most kind and respectful consideration, and given us all the help he could in furtherance of our work. He moreover declared in the presence of the people his delight and gratitude that the foreigners in Shanghai and elsewhere should thus demonstrate their sympathy with his starving people."

On this point Mr. Hall also says:—"Tickets were distributed in 30 villages, which the Lo-ling Che-hien indicated as most sorely afflicted, and in them to only the worst cases. Hu and others who helped in distributing the tickets were positively sickened by the awful evidences of destitution which they met. The official has acted handsomely, he says he has simply been unable to do anything for the wretched people beyond remitting taxes and that he cannot sufficiently express his gratitude for the interposition of foreigners. The misery of the people will continue till the first crops can be gathered, and to no small extent for some time after that. We ought to have another distribution in this city, and we have promised the mandarin that if funds be secured, as we hope they will, there shall be another. Mr. Hodge leaves me in the morning to go to Tsi-han Ku for ten or twelve days to help them there, (as Mr. Crossette is sick and the other missionaries knocked up). I go to Yang-shin Hsien for a few days—for terrible accounts come to us respecting the state of things east of Yang-shin."

Such are the statements made by these brethren, especially with reference to the immediate neighbourhood of Lo-ling city. It should be understood, however, that during the winter a regular and systematic plan of relief has been carried on in connection with our mission station at the village of Chu-chia Tsi—about 50 k to the south-west of Lo-ling city, but in that Hsien district. A circle of distressed villages about that centre has been supplied with grain, in rotation, at stated intervals; the poorest people in each village only receiving a few measures for relief. Thousands of fugitive beggars from the Chan-hwa Hsien, Yang-shin Hsien, Hui-feng Hsien, Ching-yun Hsien, and the eastern portions of Lo-ling, throughout which regions the dearth has been most severe, have found their way to Chu-chia Tsi, and received pecuniary relief; according to funds at our command. The people have passed their land, sold the roof

timbers of their cottages, used their thatch, disposed of their doors, windows, and household utensils, and tools with which they work in their fields. Women when compelled to leave their homes go forth with clothing the most scant, parting with even these trifles for a few cash or a little food. These fugitives move from one place to another only with the view of getting food; they fear the slightest exertion because it excites hunger, or causes too rapid a digestion of the meal of which they may have partaken. They mix but little meal with the bran and husks, and in some cases even sawdust, of which they make their cakes, just as much as will make such compounds cohere; quantity, not quality, quelling the pain of hunger, nourishment not being the immediate object of their eating. Many of the people have bare fields even at the approach of what promises to be a good harvest because they had no seed to put in the ground at the sowing time, or had not strength to work. What will the harvest be to them? On the heels of this great famine has come the pestilence. Already the fever is raging, and will probably carry off more than the famine itself. In Chi-nan Fu, alone, it is said, that ten thousand have died during the past month from hunger and pestilence. Our messenger speaks of numbers dying in the villages through which they have passed, and it is to be feared that this giant scourge will march forth with far more desolating force than its predecessor, finding easy prey in a people weakened by starvation, destitute of suitable shelter, and having no command of even the simplest medicines to check the inroads of disease. May God have mercy on the people and avert from them the awful calamity which thus impends over them. — *Shanghai Courier*.

THE DECLARATION OF PARIS.

The recent debate in the House of Commons on Mr. Percy Wyndham's proposal, that the Government should put an end as soon as possible to our engagement to abide by the Declaration of Paris in regard to the usages of maritime war, demonstrates very satisfactorily that under neither a Liberal nor a Tory Government is there any substantial chance of our drawing back from that engagement. The truth is that as a mere matter of fact it is in the interest of peace and commerce to make war as terrible, and as destructive to commerce, as it may be. That might possibly be the case if it were but true that whenever there was war at all, everybody was at war, and further, that the sufferings of a great number of combatants would in any way tend to make the conclusion of peace an object of common desire. But neither of these propositions is true. In a world so complex as ours it would be of course simply absurd to assume that all nations could be implicated seriously in the quarrels of one or two. You might just as well assume that in a populous country like England, all the citizens would be seriously injured by every brawl and every murder. And just as in a well-governed country the aim of the police, and of all who have to keep order, is to prevent disorder from spreading,—to keep the mischief which disorder causes as isolated as may be,—in Europe it should clearly be the object of national rules and laws, to prevent as far as possible the mischiefs of war from spreading amongst those who are not implicated in the quarrel,—to keep the intercourse of the neutrals as free and safe as it is possible to keep it, and to cut off, as far as may be, the contagion of the ill-feelings which war engenders from spreading to those who are at present at peace. This was the object of the Declaration of Paris,—to protect as much as possible the interests of neutrals in a time of war,—to eliminate causes of sore feeling which, while of no primary importance to the prosecution of the war, are very likely to widen the area of the struggle,—in a word, so to insulate the acts of violence as to render it much less likely than it otherwise would be, that neutral nations, from the wanton injury done to their interests while they stay out of the war, should be induced to take an active part. And unquestionably this is the true policy. For no wider dream than the notion that, the greater the number of sufferers, the stronger will be the tendency towards peace, was ever conceived. All experience shows that it is the way in which a great many different States are concerned which are the most difficult to bring to a conclusion. If England or France had participated in the American Civil War, it is all but impossible that it could have closed when it did. If Russia or Austria had intervened in the short, though bloody war of 1870, the chances are that peace might not have been concluded even now. If France had struck in between Prussia and Austria in 1866, the war would certainly not have lasted only seven weeks. The more complicated the grievances and bitternesses, the more difficult they are to heal. There never was a worse blunder than the supposition that the more States there are to suffer by a sanguinary quarrel, the sooner will the motives prevail for bringing it to a conclusion. Let the belligerents spare the neutrals in every possible way, if they do not want to be fighting for ever. It is in the interests of those who remain at peace that the principles regarding the neutral limitations of war should be considered and decided on; not in the interests of those who are eager to inflict the most injury they can, in the shortest time, on their antagonist. No doubt, it is the real object of war; but then, who will deny that even when at war a nation has, and ought to have, a great many other even more important objects than the object of striking a crushing blow at his enemy? It is usually much more important even for the belligerent nation not to cut itself off from its fellowship with other nations than even to make its antagonist scoundrel. And if it were not so, it is certainly much more important for the nations which remain at peace to be allowed to profit to the full by that peace, than it is for those who are at war to inflict the greatest possible damage, in the shortest possible time, on those with whom they are at war. It may not be always easy to reconcile the immediate interests of a belligerent with the best interests of the neutrals, but when it is a question of the neutrals' right to prevail, and even if it were truly, instead of false, that the more the injury war inflicts, the sooner it is likely to come to an end, even in that case, a war of some what longer duration, which does not ruin neutrals as well as belligerents, would be a less evil to the world than a war of shorter duration which had inflicted on pacific peoples almost as much suffering as on those which were at strife.

It was from considerations of this kind

that the rules agreed upon at Paris, to the effect that privateers are to be given up, that a blockade to be binding must be in some sense effective, that neutral bottoms cover enemies' goods, and that neutral goods are to be respected even in enemies' bottoms, were agreed upon. And the debate and division to which Mr. Percy Wyndham's abortive resolution gave rise, proves unanswerably that, notwithstanding some unfortunate opinions dropped by some of the Conservative leaders when in Opposition, it would be quite impossible to detach England from the adhesion she gave to these wholesome rules, tending as they do to moderate the exasperation caused by war—or, at least, to guard against that class of exasperations which are likely to drag others into the contest. A majority of 114 (170 against 56), obtained under a Government most of whose leading members had formerly committed themselves against the Declaration of Paris, puts the seal on the entire hope of those who, like Mr. Percy Wyndham and Lord Easington, endeavoured to persuade us to retire from our agreement.

Nor do we doubt, as we have in former years often argued, that the immunities conceded by the Declaration of Paris to neutral goods and ships, might well be extended to all private property at sea, without in any way crippling seriously the resources of maritime war, and with the greatest possible advantage to the world. No doubt that carries a reasonable restriction a little further. Yet as far as we can see, it does not in the least diminish the advantages of a great naval power in a maritime war, while such a rule would—if honestly observed—prevent a very great and very superfluous disturbance of trade.

Our present rules stand, the only additional act of respecting all private property at sea would be that, that the commercial marine of a maritime power need not be transferred at once in time of war to some neutral power or powers, so that the carrying, which it previously did under its own flag, would be now done under some other flag. That is the present effect of our rules, and a mischievous effect it is. No naval power which happens to be at war can rely so implicitly of course on naval escorts for all its commercial marine as to make it possible that its carrying trade should go on undiminished. The real effect, therefore, of a declaration of war is to impose a heavy fine on the shipowners of the powers thus engaged in maritime war, all the shipowners on both sides being compelled, of course, to transfer their ship to the shipowners of neutral nations at what must be in all probability, a very heavy loss. That is a bonus to the shipowners of the neutral powers, and a heavy fine on a particular class in the nations which go to war, but it has no tendency of any importance to diminish the naval resources of the powers at war, and certainly none to increase them. Of course if the commercial ships of the enemy continued to put to sea under the old flag, that would be a great opportunity to his antagonist for striking a blow at his commerce. But shipowners are not so silly as all that. They will transfer the ships they cannot use to some neutral shipowner, who will of course, be likely to have an increase of demand for his ships exactly equal to the gap caused in the carrying trade by the withdrawal of the belligerent's ships from that trade. Hence, while the effect of leaving it legitimate to capture the private ships of your enemy, is not at all to diminish the general resources at that enemy's command, it is to disarrange seriously the machinery of the carrying trade for no good purpose. Nevertheless, we must freely admit that there is a difficulty about affirming the immunity from capture of all private property at sea,—except contraband of war destined for either belligerent—and it is simply this, that there is no one to complain to any purpose if the agreement is not respected. We may, of course, if we please, agree to respect the private property of our enemies when at sea, but if we don't keep our word, who is to call us to account for it? Not our enemy, for he is already doing all in his power to call us to account; and clearly not any neutral power which has not been aggrieved, and would not wish to run the risk of a quarrel for the sake of enforcing abstract justice. Thus, reasonable as the development of the rules about maritime war, agreed on in 1856 at Paris, into a fresh rule securing the immunity of all private property at sea, certainly is, we must admit at once that we do not see by whom, if it is broken, it is to be enforced. It must be a purely voluntary engagement, binding, of course, in honour on all who give it, but if disregarded, not regarded at the cost of making a new enemy by that disregard. No doubt the observance of most international rules of this kind is more or less spontaneous. The organisation of the police of Europe does not yet admit enforcing any of them. But still the rest of them are morally enforced to some extent by remembering that if we disregard them we shall make a host of enemies among the neutral powers, as well as be conscious of our own dishonour. But this rule would be one of honour alone. And we cannot say that we regard this motive as one sufficient to secure its due observance by the maritime States of Europe, or that we see much chance of any other and stronger motive. Still, we seriously believe that if all the maritime powers both knew their own interests, and were adequate guardians of their own honour, they would spontaneously engage to respect all private property at sea, and to restrict their notices to the blockades of the coasts and ports of the enemy, to the sailing up of navies of inferior power in those ports, and to the attack and capture of the enemy's fleets. That is all that can really be done by any navy now to disable any enemy, unless we decline to weigh the enormous disadvantage of making enemies of numbers of neutrals, against the temporary advantage of inflicting a little more suffering on the enemy. — *Economist*.

"BERKELEY, Sept. 1869.—Gentlemen, I feel it a duty I owe to you to express my gratitude for the great benefit I have derived by taking 'Norton's Camomile Pills.' I applied to your agent Mr. Bell, Berkeley, for the above-named Pills, for wind in the stomach, from which I suffered excruciating pain for a length of time, having tried nearly every remedy prescribed, but without deriving any benefit at all. After taking two bottles of your valuable pills, I was quite restored to my usual state of health. Please give this publicity for the benefit of those who may thus be afflicted. — I am, Sir, yours truly, HARRY ALFORD. — To the Proprietors of Norton's Camomile Pills. — 25/10/77."

Quotations.

HONGKONG, May 25, 1877.	
OPIMUM.—New Patna, cash...	\$605
Old Patna, cash...	570
New Benares, cash...	567½
Old Benares, cash...	567½
New Malwa, cash...	575
credit...	580
Allowance Tael, 12 a 36	
Old Malwa, cash...	595
credit...	600
Allowance Tael...	32 a 48
CAMPHEOR...	18.50 a 18.60
QUICKSILVER...	50 a 59½
SALTPETRE...	6.50 a 7.25

Exchange.

Bank on demand...	3/11½
30 days' sight...	4/0
6 months' sight...	4/0½
Credit...	4/0½
Documentary, 6 months' sight...	4/1
Bombay...	231
Calcutta...	231
Shanghai, demand...	78½
30 days' sight...	74½
Bar Silver, 17, dwts. 2...	84 prem.
Mexicans...	24
Gold Loan...	25.35
English Sovereigns...	4.95
Australian Sovereigns...	4.95
Discount...	7 a 9

Shares.

Hongkong Bank, 21 prem.	
Union Ins. Society of Canton, \$750	
China Traders' Ins. Co., \$2,460	
Chinese Insurance Co., \$220	
Yangtze Ins. Association, Tls. 750 a 800	
H.K. Fire Ins. Co., \$540	
China Fire Ins. Co., \$122	
H.K. & W. Dock Co., 25 % div.	
H.K. & M. S.-boat Co., 8 div.	
Shanghai Steam Navigation, Tls. 80½	
Hongkong Gas Co., \$75	
Hongkong Hotel Co., \$55	
Chinese Imperial Loan, \$108	

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)	
HONGKONG, May 25, 1877.	
BAROMETER—9 A.M.	29.980
Do. 1 P.M.	29.976
Do. 4 P.M.	29.934
Thermometer—9 A.M.	77½
Do. 1 P.M.	77
Do. 4 P.M.	76½
Do. (Wet bulb) 9 A.M.	76
Do. Do. 1 P.M.	74½
Do. Do. 4 P.M.	74½
Do. Maximum over night	78
Do. Minimum over night	73

Shipping Intelligence.

The following is corrected from the latest London Papers:—

VESSELS TO ARRIVE.

AT HONGKONG.			
When left.	Name.	From.	Remarks.
Nov.			
28,	Western Chief,	London	
Dec.			
4,	Bonclutha,	Cardiff	
17,	A. E. Vidal,	Hamburg	
22,	Popaie,	New York	
Jan.			
1,	C. R. Bishop,	London	
12,	Woodhall,	Hamburg	
18,	Batavia,	Hamburg	
Feb.			
1,	Robert Henderson,	Burypport	
2,	Polynesia,	Cardiff	
5,	Carrizal,	Cardiff	
8,	Daphne,	London	
12,	Leading Wind,	Antwerp	
17,	Theresa Behn,	Cardiff	
18,	Matchless,	Cardiff	
19,	Cactus O.,	Cardiff	
19,	F. P. Lichfield,	Cardiff	
19,	Maipu,	Cardiff	
20,	Penrith,	Cardiff	
22,	Enid,	London	
22,	Osaka,	London	
27,	Gold Hunter,	Cardiff	
28,	M.C.B. Park,	Sunderland v. S'pore	
28,	Janet Ferguson,	Glasgow v. S'pore	
Mar.			
1,	Isles of the South,	Cardiff	
1,	Brown Brothers,	Cardiff	
1,	Khedive,	Antwerp	
2,	Paracca,	Cardiff	
3,	A. S. Davis,	Cardiff	
4,	Nimbus,	Cardiff	
4,	Jala,	Cardiff	
6,	Lord Macaulay,	Cardiff	
13,	Golden Spur,	Cardiff	
15,	Antwerp,	London	
19,	Victoria,	Swansea	
19,	C. W. Ooohrane,	Liverpool	
20,	Springfield,	Cardiff	
20,	Warrior,	Cardiff	
20,	George,	Cardiff	
22,	Birling (s.),	Cardiff	v. Suez, &c.
26,	May Queen,	Cardiff	
27,	Scindia,	London	
27,	Fortuna (s.),	Antwerp	v. Suez, &c.
29,	Commissary,	London	
29,	Cygnus,	Cardiff	for Canton
Apr.			
6,	Rota,	Cardiff	
4,	Sydenham,	Cardiff	
5,	Priam (s.),	Liverpool	via Suez
7,	Kiaoow,	London	
10,	St. Elmo,	Cardiff	
11,	H. S. Sandford (s.),	Cardiff	v. Suez, &c.
12,	Galatea (s.),	Cardiff	v. Suez, &c.
AT SHANGHAI.			
23,	John Nicholson,	New York	
27,	Undine,	London	
Jan.			
11,	Windhover,	London	
31,	Forward Ho,	London	
Feb.			
22,	Belted Will,	London	
28,	City of Aberdeen,	London	
Mar.			
3,	Callor Ou,	Cardiff	
10,	Sir Lancelot,	Cardiff	
15,	Coldstream,	New York	
24,	Wigton,	London	
28,	Iale of Erin,	Greenock	
Apr.			
6,	Corea,	London	
AT AMOY.			
Mar.			
16,	Bessie Morris,	Swansea	
AT SWATOW.			
Dec.			
23,	Imo,	Greenock	
AT CHEFOO.			
Mar.			
7,	Alcatis,	Cardiff	
LOADING FOR CHINA AND JAPAN PORTS.			
At London.—Steamers via Suez Canal.			
Glenorchy.	Nankin.		
Amboto.	Altona.		
Glengly.	Gordon Castle.		
Sailing Vessels.			
Duke of Abercorn.	Abbey Cowper.		
James Shepherd.	Melbrec.		
Kate Carnie.	Ferdinand Britton.		
At Amoy.			
Diamond (s.).	Thana.		

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMAILA, PORT SAID, NAPLES,
AND MARSEILLES;

Also,
PONDICHERY, MADRAS, CALCUTTA
AND BOMBAY.

ON SATURDAY, the 26th May, 1877, at Noon, the Company's S. S. *MEIKONG*, Commandant FOACHE, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Species will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, Cargo will be received on board until 4 p.m., Species and Parcels until 3 p.m. on the 26th May, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DE POUVEY,
Agent.
Hongkong, May 12, 1877. my26

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "*OCEANIC*" will be dispatched for San Francisco via Yokohama, on MONDAY, the 28th May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 27th Inst. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.
Hongkong, May 15, 1877. my28



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton
and London Direct;

Also,
Bombay, Madras, Calcutta and
Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *GWALIOR*, Captain J. C. BAKER, will leave this Port on SATURDAY, the 2nd June, at Noon.

For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, May 23, 1877. je2

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer *ALASKA*, will be dispatched for San Francisco, via Yokohama, on FRIDAY, the 13th June, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 14th June. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For security's sake, Shipments of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.
Hongkong, May 23, 1877. je16

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)

CAPITAL—Two Millions Sterling.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matched, on Goods on board Vessels, at the usual Terms and Conditions, and at the usual Rates of Premium.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to
ARNHOLD, KARBURG & Co.
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOERS & Co.,
Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY, (LIMITED.)
NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates payable either here, in London or at the principal Port of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 26, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.
Hongkong, January 8, 1875.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1866.

Intimations.

W. BALL, CHINA DISPENSARY.
IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 13, 1876.

KWONG HING CHEUNG & Co.,
COAL MERCHANTS.

Have always on hand for Sale every description of COAL at Moderate Prices. Mr. ARYON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr. FAT JACK, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 10, 1877. mo19

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE

Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agents is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

CHUN AYIN,
Manager.

Hongkong, February 23, 1874.

NOTICE.

WE, the Underigned, beg to inform the Public of Hongkong and Kowloon that the Charter of our Steam-launch *OUAM SING* (plying between Peddar's Wharf and Tsim-sa-choi), by Mr. BUXOO, will expire on the 30th Instant, after which date the said Launch will ply on the same route on our own account; having no connection whatever with the late Charterer.

The Fare will be as usual until further notice.

WING KEE & Co.,
Praya Central.

Hongkong, April 30, 1877. my80

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, \$1 each.

CHINA MAIL OFFICE.

AN YON,

SHIPS' COMPRADORE AND STEVEDORE,

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office, Luen Hing Street; Chui Heung Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tai Street; Mr. Sit Chuen Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Heung Shop, Sin Chooing, Honam.

Singapore.—Sui Cheong Hong; Wok Shun Loong Hong.

Amoy.—Chun Cheong Hong, Mook Kek Street.

Foochow.—Mr. Yu Ching Cheong, Foochow Arsenal; Mr. Lim Kwok Ching, Maritime Customs.

Shanghai.—Mr. Ng Ching Shun, Maritime Customs; Mr. Ho Yee Chuen, Maritime Customs; Mr. Ohn Sing Ho, Messrs Jardine, Matheson & Co.; Mr. Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee shop.

Ningpo.—Mr. Sang Min Chee, Maritime Customs.

Hankow.—Yee Hing Hong.

Chefoo.—Yee Shun Hong.

Japan.—Mr. Leung Chun Tong, Municipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ying Kee Hong; Kwong Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fooking Tai Hong.

The above are some of the Agents; others will be published, when they are arranged for. Negotiations are in progress with the express couriers who carry the official despatches, and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1874.

Intimations.

AFONG, PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

Has on hand the Largest and Best collection of Views of China, Photograph Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Radnorshire a supply of very handsome Easel Albums of Russia and Velvet Covers, assorted sizes. Illuminated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gift Mountings for Frames, &c.

Hongkong, March 28, 1877.

NOW READY.

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